

Community Involvement

Some of our Community Initiatives

- Dia de los Ninos Dia de la Libros
- Gridiron Gang Team Ambassador, Little Kickers (Soccer)
- Corktown race and Detroit Free Press Marathon
- Turkey donations to MACK Alive, the local food pantry
- Warren Summerfest Grocery Donations

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EST. 10 A. President Owen Green Arms and, to the right, to the children, and members of the community putting out coats for the homeless during Thanksgiving.



The group of children with the soccer balls and the group of adults with the soccer balls are standing in a line on the basketball court.



Coats for Kids kick off

Ambassador Bridge Enhancement Project



www.ambassadorbridge.com

History/Background

- Bridge franchise awarded by Act of Congress in 1921 as amended
- Operated successfully since 1979 by the Detroit International Bridge Company (DIBC) and the Canadian Transit Company (CTC)
- Busiest border crossing between Canada/U.S. 25% of Canada U.S. trade.
- \$100b in two way trade in 2013 (2.4m trucks, 4.9 m cars)
- Gateway Project 2007-12
 - \$230m taxpayer funded
 - \$100m DIBC funded (MDOT leveraged \$50m of DIBC investment into 200m of federal transportation dollars on other state highway projects
 - Provided direct access from bridge to Interstate system and to future replacement span

Today

- Cross border traffic volumes in Detroit are down 41% since 1999, All crossings combined are down 28% since 2000
- Traffic studies predict flat to minimal traffic growth
- Border delays of the past have been substantially reduced due to:
 - Lower volumes
 - Plaza improvements
 - Advanced inspection technology
 - Innovative and improved border programs for expedited crossing (FAST/NEXUS)
 - Adequate staffing of U.S. Customs personnel at the border.
- Canadian Environmental Assessment Clearance received
- Canadian approval process under International Bridges and Tunnels Act ongoing

Tomorrow

Project Purpose and Need

- Bridge is over 80 years old
- Construct new 6 lane span
- Improved safety/security and upgrade to current standards
- Maintain the existing span as a redundant structure
- Better accommodate new Customs programs for expedited travel

Benefits

- Zero taxpayer dollars
- New U.S. customs plaza not required
- Additional U.S. Customs officers not required
- \$700m private investment, job creation
- Existing historic span is preserved